If India were not to be a member of such a multilateral trading system of WTO, India would have had to separately negotiate bilaterally with all the countries for obtaining such an MFN treatment. Another important benefit accruing is the availability of a strong and effective Dispute Settlement Mechanism (DSM) under the WTO. There are contingency provisions built into WTO rules, enabling Member countries to take care of exigencies like balance of payment problems and situations like surge in imports. In case of unfair trade practices causing injury to the domestic producers, there are provisions to impose Anti-dumping or Countervailing duties as provided for in the Anti-Dumping Agreement and the Subsidies and Countervailing Measures Agreement.

In the ongoing mandated negotiations under the Agreement on Agriculture and the General Agreement on Trade in Services and also under the various mandated reviews of various WTO Agreements, India has been participating actively and has been effectively articulating its interests and concerns.

However, during the implementation of WTO Agreements during the last 6 years, we have experienced certain imbalances and inequities in the WTO agreements and have also found that some developed countries have not fulfilled their obligations in letter and spirit of the WTO agreements and many of the Special and Differential Treatment Clauses in favour of developing countries in various WTO agreements have remained unoperationalised. India alongwith other like minded Members have highlighted these "implementation related concerns" in WTO. This is being addressed by the General Council in WTO.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

FDI in domestic airlines

4099. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government proposed to raise Foreign Direct Investment limit in domestic airlines;

(b) if so, the details of the decision taken; and

(c) by when the decision will be implemented?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) In the meeting held on 11.1.2001, the Group of Ministers (GoM) on Foreign Direct Investment (FDI) had, *inter alia*, recommended FDI upto 49% in the civil aviation sector on the automatic route and permission to foreign airlines to participate in the joint ventures subject to sectoral guidelines of the Civil Aviation Ministry. However, in its meeting held on 9.2.2001 to review some of the recommendations made in the earlier meeting held on 11.1.2001, GoM on FDI, *inter alia,* decided not to recommend change in the existing policy of domestic air transport sector which permits upto 40% foreign equity and upto 100% Non Resident Indian (NRI)/ Overseas Corporate Bodies (OCB) equity participation but prohibits direct or indirect foreign airline equity.

New International Airport for Mumbai

4100. SHRI SATISH PRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that proposed work for new International Airport for Mumbai has been delayed;

(b) if so, the details thereof; and

(c) the details of the steps taken or proposed to be taken by Government for starting the early implementation of the work?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) A Committee constituted by the Government reviewed four locations for the 2nd Airport at Mumbai (i) site at Navi Mumbai (ii) upgradation and modernisation of the existing airport at Mumbai (iii) Mhapan in Sindhudurg District (iv) Rewas Mandwa; and considered Rewas Mandwa as the most appropriate location for the 2nd airport taking into consideration the operational and technical requirements. However, this site requires a huge investment in infrastructure development like roads, bridges and mass rapid transport system and there is objection from environmentalists.